

# The China Mail

Established February, 1843.

VOL. XLII. No. 2501.

號一月九日七十八百八十一英

HONGKONG, THURSDAY, SEPTEMBER 1, 1887.

日四十月七日亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W.M. WIND, 101, Cannon Street, E.C.

PARIS AND EUROPE.—AMERI PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and AMERICAN PORTS.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. G. HINNEMAN & CO., Mincing Lane.

CHINA.—Macao, F. A. DE CHUZ, Shantou, Quelou & Co., Amoy, N. Moalle, Foochow, HEDGE & CO., Shanghaia, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## Books.

### NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours will be 10 a.m. to 12 p.m. Saturdays, 10 a.m. to 1 p.m.

2.—Summes less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence w.r.t. the business of the Bank is marked *On Hongkong Savings' Bank*. Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1887. 754

## Intimations.

ZETLAND LODGE  
No. 525.

REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st September, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, September 1, 1887. 1049

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

INTEREST due and DRAWN BONDS of this LOAN will be payable at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 1st day of September, 1887.

LISTS of DRAWN BONDS can be obtained on application to the Undersigned.

JOHN WALTER,  
Acting Chief Manager.

31st August, 1887. 1062

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE.

THE MONTSSERRAT LIME JUICE CORDIALS.

A. S. WATSON & CO., LTD.

Hongkong, May 3, 1887. 864

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

NOTE.—It is hereby given that an EXTRA-ORDINARY General MEETING will be held at the Company's Office, Praya, Hongkong, on MONDAY, the 12th September, 1887, at Eleven o'clock in the forenoon, when the Special Resolution passed at the Extraordinary Meeting held to-morrow will be submitted for Confirmation.

Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

Correspondence w.r.t. the business of the Bank is marked *On Hongkong Savings' Bank*. Business is forwarded free by the various British Post Offices in Hongkong and China.

Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1887. 754

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST Ordinary MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 5th Proximo, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends. The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to the 5th Proximo, both days inclusive.

By Order,

A. S. GARFT,

Acting Secretary.

Hongkong, August 13, 1887. 1039

NOTICE.

FIRE BRICKS & CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 6½ PER CENT. or \$8.12 per Share for the Six Months ended 30th June, 1887, declared at To-day's Ordinary Half-Yearly Meeting, will be payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 30th August, and Shareholders are requested to apply for WARRANTS at the Company's Office, No. 14, Praya Central, Hongkong.

By Order of the Board of Directors,

D. GILLIES,

Secretary.

Hongkong, August 20, 1887. 1052

NOTICE.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE.

THE DIVIDEND declared for the Half Year ending 30th June last, at the Rate of \$1.10 (One Pataa and Ten SAWLING SPENDING per Share) of \$125 PAYABLE on and after MONDAY, the 29th August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

JOHN WALTER,

Acting Chief Manager.

Hongkong, August 27, 1887. 1032

NOTICE.

NOW ON SALE.

INDEX

TO THE CHINA REVIEW.

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Market, Kowloon, Walled, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WALKER, Shanghai.

TONG AH BOY

Hongkong, June 1, 1887. 1047

NOTICE.

WITH Reference to the above, I, TONG AH BOY, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & CO. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & CO. by TONG AH BOY and TAN KWA SING on the 6th day of January, 1887, and the Responsibility of the said TAN KWA SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & CO., Foochow.

Singapore, 17th May, 1887.

NOTICES OF FIRMS.

NOTICE is hereby given that the BUSINESS of GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & CO. by TONG AH BOY and TAN KWA SING on the 6th day of January, 1887, and the Responsibility of the said TAN KWA SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & CO., Foochow.

Singapore, 17th May, 1887.

NOTICE.

WITH Reference to the above, I, TONG AH BOY, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & CO. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow, as herefore by TAN KWA SING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & CO.; and that I hold a Power of Attorney from the said TAN KWA SING as his agent individually and also as a PARTNER in the said Firm, to transact all matters connected with the business of the Firm at Foochow.

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## Entertainment.

## PRELIMINARY ANNOUNCEMENT.

THEATRE ROYAL,  
CITY HALL.SEATS FOR  
MR. PLANTAGENET LITTLE,  
WOOT'S ENTERTAINMENT,  
TWO HOURS WITH  
POETS, DRAMATISTS AND HUMOURISTS.  
can be obtained from  
MESSRS. KELLY & WATSON.Manager.— E. B. WOLFF.  
Hongkong, August 31, 1887. 1663

## To-day's Advertisements.

CHIARINI'S GRAND  
CIRCUS, MENAGERIE,  
AND  
CONGRESS OF WONDERS.OPEN EVERY NIGHT,  
At 8 p.m., Commencing at 8 p.m.WEDNESDAYS & SATURDAYS,  
TWO PERFORMANCES.One at 4 p.m., and the other at 9 p.m.  
Doors opening at 3 and at 8 p.m.GRAND AND BRILLIANT  
PROGRAMME.EXCELLENT DISPLAY OF DARING SKILL AND  
DEXTERITY BY THE LADIES AND GENTLEMEN  
OF THIS UNIQUE COMBINATION  
OF WONDERS, AND THE VALUABLE  
AGGREGATION OF FFORMIDABLE  
WILD BEASTS.

TODAY, September 1, 1887. 1670

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR AMOY AND TAMSUL.  
The Co.'s Steamship  
Fornosa.Captain HALL, will be  
despatched on the above  
Ports on SATURDAY, the 3rd Instant, at  
Noon.

For Freight or Passage, apply to

DOUGLAS LA PRAIA & CO.,  
General Managers.

Hongkong, September 1, 1887. 1672

FOR SHANGHAI.

The Steamship  
Nippon,  
Captain F. SCHULZ, will  
be despatched for the above  
Port on SATURDAY, the 3rd Instant,  
at 4 p.m.

For Freight or Passage, apply to

SIEMSEN &amp; CO.

Hongkong, September 1, 1887. 1675

THE GIBB LINE OF STEAMERS:  
FOR SYDNEY (DIRECT) AND  
MELBOURNE.(Taking through Cargo for QUEENSLAND  
PORTS, ADELAIDE, TASMANIA,  
NEW ZEALAND, &c.)The British Steamer  
Pekan.Captain J. ROWLEY,  
will be despatched as above on  
SATURDAY, the 3rd Instant, at  
4 p.m.The Steamer has excellent Accommodation  
for First-class Passengers.

Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Managers.

Hongkong, September 1, 1887. 1676

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship  
Devonhurst,  
Capt. BOUTROUF, will be  
despatched as above on

MONDAY, the 5th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, September 1, 1887. 1674

FOR MANILA VIA AMOY.

The Spanish Steamer  
Euzkia.Capt. ZAVALA, Master, will be  
despatched as above onMONDAY NEXT, the 5th Instant, at 4  
o'clock p.m.

For Freight or Passage, apply to

REMEDIOS &amp; CO.

Hongkong, September 1, 1887. 1671

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship  
Diamante.Capt. McCLELLAN, will be  
despatched for the above  
Port on MONDAY, the 5th Instant, at  
4 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,  
General Managers.

Hongkong, September 1, 1887. 1677

EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.FOR SYDNEY, MELBOURNE AND  
ADELAIDE.(Calling at QUEENSLAND PORTS, and  
taking through Cargo to NEW ZEALAND, TASMANIA, &c.)The Steamship  
Arielle.Captain ELLIS, will be  
despatched for the above  
Ports on WEDNESDAY, the 7th Instant,  
at 5 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,  
Agents.

Hongkong, September 1, 1887. 1673

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEWA.)CHIANG, TIENSIN, HANKOW and  
Ports on the YANGTZE.)The Co.'s Steamship  
Dione.Captain BIXLER, will be  
despatched as above on

FRIDAY, the 9th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, September 1, 1887. 1669

## To-day's Advertisements.

## NOTICE.

WE HAVE AUTHORIZED MR. A. MACLOVY  
MONT TO SIGN THE NAME OF OUR

FIRM FOR PROCTRATION FROM THIS DATE.

JARDINE, MATHESON &amp; CO.

Hongkong, September 1, 1887. 1679

## STEAMSHIP SAGHALLIN.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO FROM LONDON  
TO HAVRE, EX STEAMSHIP TANZIE,AND ANTWERP EX STEAMSHIP POLARIS, IN  
CONNECTION WITH THE ABOVE STEAMERS, ARE  
INFORMED THAT THEIR GOODS—WITH THE  
EXCEPTION OF OPUMA, TRESOR AND  
VALUABLES—are BEING LANDED AND STORED AT  
THEIR DESTINATIONS.THEIR DELIVERY MAY BE OBTAINED IMMEDIATELY  
AFTER LANDED.OPTIONAL CARGO WILL BE FORWARDED ON, UNLESS  
INTIMATION IS RECEIVED FROM THE CONSIGNEES  
BEFORE NOON, TO-DAY (THURSDAY), THE 1ST  
INSTANT, REQUESTING IT TO BE LANDED HERE.BILLS OF LADING WILL BE ISSUED BY THE  
UNDERWRITER.GOODS REMAINING UNCLAIMED AFTER  
WEDNESDAY, THE 7TH SEPT., AT NOON, WILL  
BE SUBJECT TO COST, AND LANDING CHARGES AT  
ONE CUP PER POUND, EXCL. TAXES.ALL CARGO MUST BE SENT TO ME PORT OR  
BEFORE SATURDAY, THE 10TH SEPTEMBER, 1887,  
OR IT WILL NOT BE RECOGNIZED.

NO FIRE INSURANCE HAS BEEN EFFECTED.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 1, 1887. 1687

## SHIPPING.

## AUSTRALIA.

AUGUST 31, 1887.

THE BRITISH SHIP, 1,597,  
HARVEY, CAPTAIN R. E. SWIRE, FROM  
WALSHAM, NEW ZEALAND (Aug. 24), COAL AND COKE.OZARK, CAPTAIN R. E. SWIRE, FROM  
WALSHAM, NEW ZEALAND (Aug. 24), COAL AND  
GENERAL.FIVE DOLLARS SHALL BE GIVEN TO ANY PERSON  
WHO CAN GO 3 TIMES ROUND THE RING ONCE  
ON HIS FOOT UPON THE HORSE-BACK WITHOUT THE  
ASSISTANCE OF THE RINGS.THIS APPARATUS CAN BE USED BY MEN,  
CHILDREN OR LADIES AS THERE IS NO FEAR OF  
FALLING.THIS SIDE-SPLITTING GAME CANNOT BE  
PASSED IN HONESTY, AND WILL PROVOKE A LAUGH  
IN THE WORST-SUIT OF HYPOCHONDRIA.L. MAYA,  
Secretary.

Hongkong, September 1, 1887. 1676

HONGKONG & SHANGHAI BANKING  
CORPORATION.

THE CHINA MAIL.

News has been received in Ceylon that Mr. Edward Noel Walker, the present Colonial Secretary of Jamaica, has been appointed to succeed Sir Cecil Clement Smith as Lieutenant-Governor and Colonial Secretary of Ceylon.

A correspondent, who has exceptional opportunities for gauging native feeling in the Punjab, writing from Amritsar, assures us that the Sikhs are by no means indifferent to Duleep Singh's aspirations. Our correspondent says:—“We have heard a great deal about Sikhs and Duleep Singh lately, and the probable part the former would play in the event of a Russian invasion backed by Duleep-Singh. The Sikhs are anything but indifferent to the Maharajah. When he was coming out, and news of his arrival at Amrit reached Amritsar, there were great rejoicings at the Golden Temple, and the priests made preparations to feast his Royal Highness though his Royal Highness was some thousands of miles from the Punjab. The *Konkote*, a religious Sikh sect, were especially excited, and there is not the smallest doubt that they believe in the restoration of Sikh rule.”—*Bombay Gazette*.

Mr. Quo: “Drum enough for that.”—The 250 men embarked at Spithead on Saturday on the mail steamer *Victoria*, included upwards of a dozen Ministers and ex-Ministers, impartially selected from both, or rather, we should say, from the three parties—Liberals, Conservatives, and Dissenters. While the Queen was receiving the naval captains, a little steamship, crammed with ‘cheap trippers,’ passed across the bows of the *Victoria*, and the passengers gave three cheers for Lord Hartington and Lord Randolph Churchill, who were known to be on board the *P* and *O* vessel. The two noble lords, being ill, missed this demonstration, and were apparently unacquainted with what had happened until some time afterwards, when they ran against Mr. Chamberlain. “You two men,” said the right hon. gentleman, “have just been cheered by some people in a steamboat, but they were all drunk!” “Oh, we’re they’re dryly replied the Marquis of Hartington, “but it seems that they were not drunk enough to cheer you!”—*Half-Mall Gazette*.

The Times of Ceylon says:—“Unofficial notification has been made that the postal rates between India and England will be reduced. The exact extent of that reduction is not at present known, but the news can not be regarded with satisfaction. For that relief, without doubt, we are indebted to Mr. Horneke Heaton, whose long agitation for a revision and reform of the anomalies in the tariff of postal rates between different portions of the British Empire, has long since led to some small reduction. What the extent of the reduction in the rates at present charged on the carriage of Indian mails is to be we do not know, but we shall have the news with the utmost satisfaction.”—Mr. Horneke Heaton has so far been eminent in his position.—The most that we had expected therefore as yet was the institution of a six-penny-by-sea, but now that the Italian Post Office has consented to reduce the heavy charge made for the transport of the Indian mails across the Continent, we are hopeful that the postage via Brindisi for letters will be reduced to 2d., or say, 1s., whilst papers will no doubt suffer a similar reduction, which will induce a great return to the Indian public.

SIR J. P. GAGE, Attorney in Parliament.—Mr. Baumann has given notice in the House of Commons, on Civil Service Estimates, “Passages of Colonial Governors,” to move to reduce the vote by £100, return passage of Sir John Pope Hennessy to the Colony of Mauritius. The *Guardian* criticises Sir H. Holland’s despatch very smartly, and contends that the admissions within the despatch itself are inconsistent with the conclusion. Mr. Salt, M.P., has given notice for to-day of the following question:—“To ask the Secretary of State for the Colonies whether the non-official members of Council in Mauritius consist of nineteen persons, of whom nine are nominated by the Governor and ten are elected. Whether of these ten, five at least, representing a great majority of the electors of the Colony, have been nominated for the removal of Sir J. Pope Hennessy.”—Sir H. Holland, the leading official of the colony, who gave evidence on oath before Sir H. Horneke Robinson, namely, Mr. Elliott, Receiver-General; Mr. Didier, Acting Payne Judge; and Mr. Davison, Superintendent of the Government Lunatic Asylum—have recently been in England, and, whether he has given to them, as well as to the Governor, opportunities to state their views before him.—*Overland Mail*.

The London and China *Express* says:

We are glad to notice that the question started by the Hongkong Chamber of Commerce respecting the privileges granted to foreign mail steamers touching at British colonial ports has attracted attention in this country in the Press, and amongst mercantile bodies. The Hongkong Chamber did not, we believe, address the Chambers of Commerce at home on the subjects but confined its circular to ports in India and the Colonies. But most of the lines of steamers which are subject to this competition in British ports from “privileged” foreign steamers are owned in this country, and the question is quite as important to home as to Colonial Chambers of Commerce. Bearing in mind the great and just weight of the principal Home Chamber with the Government, it might be a politic step to invoke their assistance, as well as that of other colonial Chambers, in removing the outmoded anomaly of preferential legislation in favour of foreign vessels, and virtually against British vessels in our own ports. The question only needs to be re-iterated in order that the anomaly should be swept away for ever.

The one privilege which these vessels may fairly ask for is that *habeas corpus* should be granted to the local courts in cases of persons on board of steamers, and this can readily be granted by an Ordinance confined definitely to these three classes of vessels and unscrupulous competition in foreign trade it is about to give the “status of manumis-“ to our rivals in our own ports, with the status of slaves,” which this status confers. Besides, is a similar privilege granted to English mail steamers? Is it granted, let us say, to the North German Lloyd’s vessels from New York, touching at Southampton? It certainly is not. Why, then, the necessity for it in Hongkong or Singapore? We hope the Hongkong Chamber will succeed in its efforts, and suggest that the Chambers at home should be invited to co-operate in pressing the Imperial Government to withdraw privileges which are wholly unnecessary, and which are detrimental to British shipping.

#### THE RAWANG TIN MINING COMPANY LIMITED.

As will be observed from an advertisement in another column a Company under the above name has been formed in Singapore. The Company, as the Prospectus states, has been formed “for the purpose of acquiring a mining grant for 30 years of the property of Rawang in the Territory of Selangor, selected under a concession from His Highness the Sultan of Selangor, to William Paterson, Esq., dated 17th October and 20th December, 1882, comprising

an area of 1,118 acres, 3 rods and 12 perches, and the buildings and plant thereon, and for the purpose of acquiring the business of tin mining, smelting, and trading carried on by John Muir, Esq., on the said property, and all the property, book debts, contracts and liabilities of the said John Muir in connection with the said business, and to carry on the business of tin mining, smelting and trading on the said property, and elsewhere if desired.” Minutes details are given in the prospectus regarding the depth at which the tin deposit is found, the mode and expense of raising and smelting the ore, which is done on the *lader* or *shallow* or *shallow* system, and the quality of the tin produced. “Recent experiences in tin have not been of the most enticing character, but with regard to this Company there is the remarkable fact that it is founded under a concession from the directors and other officials being all local men of great standing in whom the public have confidence. The business, besides, has been progressing on for some years and is therefore an established concern. Under these circumstances the Company seems to have every chance of success.”—*Bombay Gazette*.

#### THE BURGLARY AT KOWLOON POINT.

The thirty-three men charged with having been concerned in theburglary attack made on the morning of Sunday last on a house occupied by Mr. Wohlers at Tsim-Tsui, Blacksmith’s postown, Tsim-Tsui, appeared before Mr. Wodehouse on Saturday in the Police Court.

Mr. Denny appeared for the first fifteen prisoners. Mr. Caldwell for the prisoners from No. 16 to No. 27, inclusive, and Mr. Holmes for the 28th prisoner.

Inspector Crookock stated he was present in the Charge Room when the articles found in the possession of some of the prisoners were laid out for Mrs. Wohlers’ inspection.

She looked over them and said there was a box of cartridges there belonging to her. She identified it without any hesitation.

Inspector Quincey stated that on the morning of the 29th he and a party of police entered the first floor of the house at East Street and instituted a search by warrant and found the articles produced, which included several revolvers a quantity of ammunition, a club, a dagger and a rifle; several articles of clothing and jewellery, some money, and also a bag containing *Treasury* Society papers and insignia. He seized these articles and arrested the twenty-ninth and twenty-ninth prisoners, in whose rooms the articles had been found. About half-an-hour after these men had been brought to the Central Station a number of prisoners were locked up in the Police cell in connection with the reduction in the transit rates at present charged on the carriage of Indian mails is to be done now, but we shall have the news with the utmost satisfaction.”—Mr. Horneke Heaton has so far been eminent in his position.—The most that we had expected therefore as yet was the institution of a six-penny-by-sea, but now that the Italian Post Office has consented to reduce the heavy charge made for the transport of the Indian mails across the Continent, we are hopeful that the postage via Brindisi for letters will be reduced to 2d., or say, 1s., whilst papers will no doubt suffer a similar reduction, which will induce a great return to the Indian public.

SIR J. P. GAGE, Attorney in Parliament.—Mr. Baumann has given notice in the House of Commons, on Civil Service Estimates, “Passages of Colonial Governors,” to move to reduce the vote by £100, return passage of Sir John Pope Hennessy to the Colony of Mauritius. The *Guardian* criticises Sir H. Holland’s despatch very smartly, and contends that the admissions within the despatch itself are inconsistent with the conclusion. Mr. Salt, M.P., has given notice for to-day of the following question:—“To ask the Secretary of State for the Colonies whether the non-official members of Council in Mauritius consist of nineteen persons, of whom nine are nominated by the Governor and ten are elected. Whether of these ten, five at least, representing a great majority of the electors of the Colony, have been nominated for the removal of Sir J. Pope Hennessy.”—Sir H. Holland, the leading official of the colony, who gave evidence on oath before Sir H. Horneke Robinson, namely, Mr. Elliott, Receiver-General; Mr. Didier, Acting Payne Judge; and Mr. Davison, Superintendent of the Government Lunatic Asylum—have recently been in England, and, whether he has given to them, as well as to the Governor, opportunities to state their views before him.—*Overland Mail*.

The London and China *Express* says:

We are glad to notice that the question started by the Hongkong Chamber of Commerce respecting the privileges granted to foreign mail steamers touching at British colonial ports has attracted attention in this country in the Press, and amongst mercantile bodies. The Hongkong Chamber did not, we believe, address the Chambers of Commerce at home on the subjects but confined its circular to ports in India and the Colonies.

But most of the lines of steamers which are subject to this competition in British ports from “privileged” foreign steamers are owned in this country, and the question is quite as important to home as to Colonial Chambers of Commerce. Bearing in mind the great and just weight of the principal Home Chamber with the Government, it might be a politic step to invoke their assistance, as well as that of other colonial Chambers, in removing the outmoded anomaly of preferential legislation in favour of foreign vessels, and virtually against British vessels in our own ports. The question only needs to be re-iterated in order that the anomaly should be swept away for ever.

The one privilege which these vessels may fairly ask for is that *habeas corpus* should be granted to the local courts in cases of persons on board of steamers, and this can readily be granted by an Ordinance confined definitely to these three classes of vessels and unscrupulous competition in foreign trade it is about to give the “status of manumis-“ to our rivals in our own ports, with the status of slaves,” which this status confers. Besides, is a similar privilege granted to English mail steamers?

Is it granted, let us say, to the North German Lloyd’s vessels from New York, touching at Southampton? It certainly is not.

Why, then, the necessity for it in Hongkong or Singapore? We hope the Hongkong Chamber will succeed in its efforts, and suggest that the Chambers at home should be invited to co-operate in pressing the Imperial Government to withdraw privileges which are wholly unnecessary, and which are detrimental to British shipping.

The Rawang Tin Mining Company Limited.

As will be observed from an advertisement in another column a Company under the above name has been formed in Singapore. The Company, as the Prospectus states, has been formed “for the purpose of acquiring a mining grant for 30 years of the property of Rawang in the Territory of Selangor, selected under a concession from His Highness the Sultan of Selangor, to William Paterson, Esq., dated 17th October and 20th December, 1882, comprising

an area of 1,118 acres, 3 rods and 12 perches, and the buildings and plant thereon, and for the purpose of acquiring the business of tin mining, smelting, and trading carried on by John Muir, Esq., on the said property, and all the property, book debts, contracts and liabilities of the said John Muir in connection with the said business, and to carry on the business of tin mining, smelting and trading on the said property, and elsewhere if desired.” Minutes details are given in the prospectus regarding the depth at which the tin deposit is found, the mode and expense of raising and smelting the ore, which is done on the *lader* or *shallow* or *shallow* system, and the quality of the tin produced. “Recent experiences in tin have not been of the most enticing character, but with regard to this Company there is the remarkable fact that it is founded under a concession from the directors and other officials being all local men of great standing in whom the public have confidence. The business, besides, has been progressing on for some years and is therefore an established concern. Under these circumstances the Company seems to have every chance of success.”—*Bombay Gazette*.

The case was remanded till to-morrow afternoon.

#### SUPREME COURT.

##### IN APPELLATE JURISDICTION.

(Before the Full Court.)

Thursday, Sept. 1.

##### THE CHINESE BURGLARY CASE.

Mr. Denny, solicitor for the prisoner, Ching Tuk Chung, alias Ching Asam, in the Chinese Readjustment case, made a motion for a writ of *Habeas Corpus* and *Certiorari*.

Mr. Wohlers, of Mosses Caldwell & Wilkinson, was present on behalf of the Chinese Government.

In support of his motion Mr. Denny read his affidavit, one by the prisoner and one by himself. The prisoner said I had lost all my notes and deposit notes. I shook my head because I did not know what I had lost nor what the counters represented. The defendant brought a pen and asked me if I would sign my name. I shook my head again. I do not know how to write. Afterwards the defendant took hold of my hand and put a pen in it and made me make a cross of each letter. I remember nothing more; I fell asleep on an easy chair. Next morning the defendant and two others came to my house and awoke me. The defendant wanted me to get up and go to the boat to get the deposit notes transferred to his name. I shook my head again; I wanted to say “No” but could not. The defendant then went into his room and had a revolver, which he put down on the table. The defendant said I must go and transfer the notes of he would beat me; so I was frightened and consented to go. Afterwards I went with the defendant to the banks. When we went to the first bank the defendant took out a deposit note and said it was to be changed to his name. He said he had business with me and was somewhat drunk. The banker asked him to give his name. He said he was Ching Tuk Chung. That was not my name. I was a day ago a sailor named Wong Tsoo. I said the second bank and the same thing took place there, and the same thing also took place subsequently at the third bank. After that I went back with the defendant to the Club. The defendant gave me \$100 in notes and asked me if I wanted to go back to Canton. I took the money and went. I slept all the way up to Canton and did not know which was the correct way. The banker asked me if I wanted to go to the first bank the defendant said I must go and transfer the notes of he would beat me; so I was frightened and consented to go. Afterwards I went with the defendant to the banks. 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## Mails.

## Mails.

## Intimations.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

## WHAMPOA.

Port's Name. Flag &amp; Rig. Duration.

None.

AMOY.

In port on August 27, 1887.

## MERCHANT STEAMERS.

Cito British.

Haitan British.

Hangchow British.

Hoikow British Hongkong.

Pechili British.

Thales British.

## MERCHANT SAILING VESSELS.

Andreas Ger. bge.

Christian Ger. sch.

Hilda Brit. sch.

Meridian Siam. sch.

Niederhof Ger. sch.

Sin Kolga Brit. bge.

Solidor Brit. bge.

Tetaun' Brit. bge.

## FOOCHOW.

In port on August 26, 1887.

## MERCHANT STEAMERS.

Fuyew Chinese.

Haiphong British.

Glenearn British.

Telenachus British.

## MERCHANT SAILING VESSELS.

Anglo-Indian Brit. bge.

Charley Brit. bge.

D. Barrow Ger. sch.

## SHANGHAI.

In port on August 19, 1887.

## MERCHANT STEAMERS.

Agamemnon British.

Amen British Hongkong.

Bayern German.

Benlarig British.

Chow-shoo British.

Glenroy British.

Hae-chang Chinese.

Hae-shin Chinese Hankow, &amp;c.

Ingeborg British.

Kiang-foo British.

Kiang-kwan Chinese.

Kung-wo British.

Nierstein German.

Pakin British.

Peshawur British.

Telamon British.

Tokio Maru Japanese.

Tungchow British.

Volga French.

W. C. de Vries British Hankow, &amp;c.

Wha-on British.

## MERCHANT SAILING VESSELS.

Batavia Brit. bge.

Carana Brit. sch.

G. Robie Amer. sh.

Granite State Am. sh.

Honolulu Brit. sh.

Martha Brit. bge.

Mary Stewart Brit. bge.

Sedad Span. sch.

Walls Castle Brit. bge.

Wm. C. Connor Amer. sh.

## TIENSIN.

In port on August 13, 1887.

A. Wishorn Ger. sch.

Bylgia Ger. bge.

Lake Sinoe Brit. bge.

## NAGASAKI.

In port on August 17, 1887.

Kozaki Maru Japan. bge.

Romsdal Brit. sh.

## YOKOHAMA.

In port on August 13, 1887.

A. H. Smith Amer. sh.

Fearless Ger. cut.

Isaac Reed Amer. sh.

Wm. H. Smith Amer. sh.

## HIOGO.

In port on August 9, 1887.

Alex. Gibson Amer. sh.

Cheshire Brit. bge.

Kingport Brit. sh.

## MANTOIA.

In port on August 17, 1887.

Akyassina Brit. bge. New York.

Anamba Brit. bge. Liverpool.

Carl Bohr Ger. bge.

Daggy Norw. bge. Boston.

Emblem Brit. bge.

Eugenio Brit. bge.

Hercules Amer. sh. U. Kingdom.

H. I. Libby Brit. bge.

Ivy Brit. bge.

Lennie Burrl Brit. sh. Boston.

Leopold Ger. sh. London.

Mary E. Stone Amer. sh.

Monarch Brit. bge. New York.

Ringleader Amer. sh. United States.

Santa Clara Amer. sh.

## BANGKOK.

In port on August 11, 1887.

Advance Siam. bge.

Antares Ger. sh.

Caroline Siam. 3 sc.

Doretta Siam. bg.

Foodhow Siam. bge.

Fortune Siam. bge.

Goliath Siam. bg.

Hermann Ger. bge.

Kim Chye Seng Siam. bge.

Long Hin Siam. sch.

Matilda Ger. bge.

Queen of England Siam. sh.

Rodolfo Amer. bge.

Ta Hongkong Siam. bge.

Young Siam Siam. bge.

Printed and published by G. MURRAY

Barr, at the China Mail Office, No. 2,

Wynnham Street, Hongkong.

## Mails.

## Mails.

## Intimations.

## Merchant Vessels in Hongkong Harbour.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,MALTA, MARSEILLE, GIBRALTAR,  
BRINDISI, ANCONA, VENICE,  
TRIESTE, AND LONDON;  
ALSO,BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.N.B.—There can be taken on board bills  
of lading and bills of exchange, and  
holders can maintain a speed of 10 knots  
from 13 to 14 knots.

Connection will be made at Yokohama

with steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-cisco by the regular steamers of the  
PACIFIC COAST SHIPMENT COMPANY.The attention of through passengers is  
drawn to the fact of the Canadian Pacific  
Railway being the best built and most  
splendidly equipped line ever constructed  
on the American Continent, and specially  
adapted for Summer travelling.The Review department receives special  
attention, and endeavours are made to  
present a careful and concise record of  
Literature on China, etc., and to give  
critiques embodying sketches of the most  
recent works on such topics. Authors and  
Publishers are requested to forward works  
to "Editor, China Review," care of China  
Mail Office.For further particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM-NAVIGA-  
TION COMPANY'S Office, Hongkong.The Contracts and Volumes of  
"Peninsular & Oriental" are  
required to be declared prior to shipment.Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.Passengers desirous of insuring their pas-  
sage can do so upon application to the Com-  
pany's Office.E. L. WOODIN,  
Acting Superintendent.P. & G. S. N. Co.'s Office,  
Hongkong, August 27, 1887. 1635

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE.

## TENTH YEAR.

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.THE British Steamship "PARTHIA,"  
3,167 Tons Register, C. Brown,  
Commander, will be despatched for VAN  
COUVER, B.C., via KOBE and YOKO-  
HAMA, on THURSDAY, the 29th of SEP-  
TEMBER, A.D. 1887.To be followed by S.S. "BAFTA FIELD,"  
on the 15th October, and "ABYSSINIA,"  
on the 8th November.These steamers, formerly the  
"CUNARD" Services, lately received New Engines and  
Boilers, and can maintain a speed of 10 knots  
from 13 to 14 knots.

Connection will be made at Yokohama

with steamers from Shanghai and Japan  
Ports, and at Vancouver with San Fran-cisco by the regular steamers of the  
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pany's Office.ADAMSON, BELL & CO.,  
Agents.

Hongkong, August 29, 1887. 1648

SUMMER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM-LAUNCH

## MORNING STAR.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIATHE OVERLAND RAILWAYS,  
AND OTHER CONNECTING  
RAILWAYS.

## AT YOKOHAMA, AND SAN FRANCISCO.

## THE OVERLAND RAILWAY.

TAKING CARGO AND PASSENGERS  
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